etc. It is not possible to bring all the trains to the platforms adjacent to the entry/exit point of the stations due to operational limitations. Regarding inter platform connectivity, platforms are normally connected through foot over bridges/sub ways for the use of passengers. For the use of old and handicapped passengers, trolley path have been provided at the end of the platforms of important stations which have been authorized for use with escorts.

Doubling of Bibinagar-Nadikudi rail line

1308. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Andhra Pradesh has requested the Central Government to approve the proposal to double the railway line from Bibinagar to Nadikudi along with electrification in view of heavy demand from passengers and in view of several Express trains already running on this single line;

(b) if so, the action taken in this regard;

(c) If not, the detailed reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b)Asurvey for doubling of Bibinagar-Nadikudi-Nallapadu was completed in 1998-99. As per the survey, cost of doubling of 243 kirns, long line was assessed as Rs. 340.37 crore with a rate of return of 0.97% . In view of the unviable nature of the proposal, heavy throwforward of ongoing projects and severe resoruce constraints, the proposal was not taken up. As regards electrification, electrification of various sections is taken up in priority of traffic density of the route. The section between Bibinagar-Nadikudi will be taken up for electrification as and when it becomes due.

(c) Does not arise.

Construction of underground railway underpass

1309. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have proposed to the Konkan Railway